

## Out of the Way Mail Delivery



*In parts of the Far North, dog sleds still carry the mail. Airplanes, however, are rapidly replacing them.*



*Postmen in parts of the Middle East deliver mail with carts drawn by oxen.*



*In countries as far apart as Germany and Southern Rhodesia, some mail carriers use bicycles.*



*During winter in the highlands of Wyoming, tractor-drawn sleds carrying mail bulldoze their way through the snowdrifts.*

382



*For speedier delivery in cities the U.S. Postal Department is experimenting with small motor carriers like this "mailster."*



*The U.S. State Department sends top-secret material via diplomatic couriers who never let their messages out of sight.*

## How Fast Can You Ski?

A champion skier averages 12 miles per hour.

If "Snowshoe" Thompson had traveled that fast, he would have been able to make the 91 mile trip between Placerville, California, and Carson City, Nevada, in about eight hours. Actually he took about three days. But the champion skier of today travels in good weather, carries no extra weight, has the best

equipment, and limits his longest cross-country competition to 50 kilometers (about 31 miles). "Snowshoe," on the other hand, had to travel in all kinds of weather, carry about 100 pounds of mail, use home-made skis, and travel three times as far.

"Snowshoe" Thompson deserves credit. But it is also true that skis and skiers have improved over the years. On this page are the Olympic records since 1924 for the 50 kilometer Cross-country ski competition. Note that the winners are all from Scandinavia, the area of "Snowshoe's" birthplace.

### Olympic 50 Kilometer Cross-Country Ski Records.

1924	Thorleif Haug, Norway	3 hr. 44 min. 32 sec.
1928	P. E. Hedlund, Sweden	4 hr. 52 min. 3 sec.
1932	Veli Saarinen, Finland	4 hr. 28 min. 0 sec.
1936	Elis Viklund, Sweden	3 hr. 30 min. 11 sec.
1948	Nils Karlsson, Sweden	3 hr. 47 min. 33 sec.
1952	Veikko Hakulinen, Finland	3 hr. 33 min. 33 sec.
1956	Sixten Jernberg, Sweden	2 hr. 50 min. 27 sec.



### Some More Facts About Snowshoe Thompson

John "Snowshoe" Thompson knew how to ski before he started carrying the mail. He had learned in Norway before coming to America. He got his nickname from the fact that, in those days, skiing was called "snowshoeing."

The federal government did pay him \$200 a month for his mail service on skis. But Thompson had risked his life many times, and nearly always had to carry about 100 pounds of mail each way. He felt the government had underpaid him by about \$6,000 after 20 years of service, so he filed a claim. Congress thanked him but didn't pay him. Even though many of his friends collected some money for him, it is said that his death at age 49 was mostly because Congress had refused him aid.



in steamboating until his death in 1949. In his

Her racing days over, the *City of Aberdeen*

**TODAY, AS THE ERIK FOSS**, the former *Gleaner* and ST-216 is a striking example of how old steamboats become sleek, modern diesel tugs. Captain James Henshaw and Engineer Godfrey Anderson took the Erik out in the summer of 1954 to join the *Foss 18* and *Sandra Foss* for ship handling and other harbor duties in the port of Seattle. Equipped with a 900-horsepower engine, mechanical steering gear and oversize rudder, the rejuvenated tug packs plenty of authority.

